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JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF
AMERICA INC.

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

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Business Card- \$10.
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() 4 inch Embroidered Emblems @ \$3.00
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The Bottle Shipwright

Volume 19.

Number 4.

ON THE COVER Santa takes a nap.
artwork by Jack Hinkley.

BACK COVER Terry Butler's new and
different works of art.

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THAT IS ALL!

.....ATTENTION ON DECK!

THIS IS THE CAPTAIN!!

Well , once again it's that time of year. By now the Turkey sandwiches should all be devoured. Waist size slightly larger. And of course all of you have the tree picked out, maybe even put up and decorated. And i know the gifts are all wrapped. Travel plans made. Or the guest room has been re-painted and made ready for the rellies.

The menu has been decided on and it is just a matter of putting the(roast)-(turkey)-(goose) and of course the pie of choice is chosen. The egg nog is cooling in the fridge. No last minute running around for any of you!

Yeah Right.

Have a happy and safe holiday season.

HIT THE BOTTLE

Jack

HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-btlshprt @ innet.com.

Ray Handwerker



DECEMBER 7th.
SEPTEMBER 11th.
America will NEVER
FORGET !
FORGIVE !
STOP HUNTING YOU
COWARDLY MUTANTS
UNTIL WE
HAVE ERASED YOU AND
YOUR KIND FROM THE
FACE OF THIS PLANET !
SLEEP TIGHT IN YOUR
CAVES, IF YOU CAN
WE'RE COMING.



Now let's refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Joseph A. Chester, 867 Downing Road. Valley Stream, New York. 11580.
Randy Chestnut, 708 Lisa Avenue. Palm Dale, California. 93551
Linda R. Fasbach, Executive Director. U.S. Merchant Marine Academy.
Kings Point. New York. 11024-1699.
Michael Ott, 13969 Gull Way. Clearwater, Florida. 33762.
Joe Price, Albett Avenue, Whitesboro, New York. 13492-1002.

WELCOME BACK.

John Guley, 4 Hampton Court, Lynnfield, Massachusetts. 01940.
Saul Kleinkramer, P.O. Box 2323, Montauk, New York. 11954.
Tom Matterfis, 2167 Burnice Drive, Clearwater, Florida. 34624.

ADDRESS CHANGES.

Allan B. Campbell, 10476 Shorecrest Road, Biloxi, Mississippi. 39532-8363.
Michael H. Phillips, 2631 Oakwood Circle, Oshkosh, Wisconsin. 54904.

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.

I hope all of you have a safe, healthy, and happy holiday, and a prosperous new year. My thanks to all of you who took the time to take the picture, type or write the hint or tip, and send them to me for your journal.

And to anyone of you who has been touched by the cowardly act of September 11th. 2001, we send you our sympathy and we share in your hurt and anger. God bless all of those who lost their lives, or loved ones. God bless those who are working non-stop at ground zero and God bless those who have to survive with these memories.

Be Safe.

(answer to puzzle) It is a tack shelter with a loop hole.

40' PERSONNEL BOAT, MK 5

Purpose To transport officer personnel and
for conversion to gigs and barges

Capacity 43 men including crew

Crew 3 men

Length overall . 41'-6-1/4"

Beam 11'-9-1/4" maximum

Draft 3'-10" loaded

Full load
displacement . 28,800 lbs

Hoisting wgt . . 22,500 lbs

Hoisted by. . . . Slings

Construction . . Round bottom, single skin, fiberglass
reinforced plastic

Speed 18 knots at full load displacement

Fuel capacity. . 180 gallons

Range. 100 nautical miles at full power and
full load

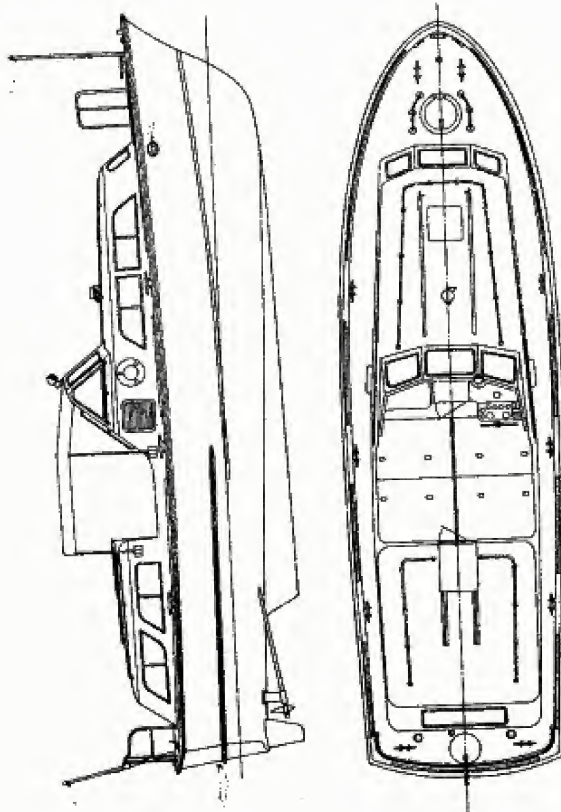
NavShips
Drawing No. . . . PERS40MK5-145-2089681

Stock No. 1940-072-5712

Engine details . 2 Diesel, Detroit Engines, 6087N,
250 HP @ 1,550 r.p.m., 12 volt
electrical system

Fed. Stock No. SI940-072-5712

Propeller 2 26" D by 18" P x 2" bore, 1 rh
rotation, 1 lh rotation



MODELER'S LEXICON BY E.J. SKURKA

- BOTTER** : A Dutch fishing boat about 45 ft. long and 13 ft. beam, flat bottomed, curved sides, high curved stem and long narrow stern. A sail boat fitted with lee boards, live fish well and used as a design for Dutch cruising yachts, due to the spacious and comfortable accommodations below decks
- BOTTLESCREW** : A european term for a turn buckle or rigging screw; a device for tightening ship's rigging. There are various types, but essentially an internally threaded sleeve, which accepts a screw connected to the rigging at each end. One end is threaded in the opposite direction to the other (right hand thread on one side, left hand thread on the other) which makes it so very useful; turned one way, it tightens, turned the other way, it loosens.
- BOTTOM** : That part of a vessel which is under water when the vessel is properly afloat. Also the ground under the water on which a vessel is afloat.
- BOW** : The very front of a vessel and the opposite end from the stern or the very back of the vessel; often used in the plural and then included to mean both sides of the vessel at the extreme front end (Bows).
- BOW CHASER(S)** : Gun (s) carried on sailing warships, right in the bows at the front end of the vessel and pointing forward; used to fire at an enemy being chased and were smaller than guns carried on the sides, although their muzzles were longer so their range was greater, the main purpose was to damage the rigging of the pursued vessel and slow her down. Also known as " Long Tom (s)".
- BOW DOORS** : Doors built into the very front of vessels such as landing craft and car ferries to allow troops or vehicles to run up to a beach or ramp to discharge as quickly as possible; usually fitted to vessels with square bows or fronts or with specially designed bows.
- BOWER ANCHOR** : The two largest anchors carried by a ship, permanently attached to their cables carried on either side of the bow with the cables running through the hawse holes so that the anchors are always ready for letting go in an emergency. In the old days one was called the best bower and the small bower, which had nothing to do with size or weight but rather the best bower was on the starbord side and the small bower on the port side; today they are simply the port or starboard bow anchors.
- BOW EYE** : A bolt with a removable end in the shape of a bow (shackle) to which rigging may be attached, the other end being screwed to a deck fitting. Also an eye bolt fastened to the front of a small boat at the bow for securing or pulling a small boat.



HAPPY THANKSGIVING

The turkey shot out of the oven
And rocketed into the air
It knocked all the things off the table
And partly demolished the chair
It ricocheted into a corner
And burst with a deafening boom
Then splattered all over the kitchen
Almost obscuring the room.

It stuck to the walls and the windows
It totally coated the floor
There was turkey attached to the ceiling
Where there'd never been turkey before
It blanketed every appliance.
It smeared every saucer and bowl.
There wasn't a way I could stop it.
My turkey was out of control.

SPINDRIFT BY F.J. SKURKA

The Steamship Historical Society of America, Business Office, 300 Ray Drive, suite # 4, Providence, Rhode Island 02906, online at www.ssha.org has just published a 116 page, soft cover book about the American Export Lines two famous passenger liners, "SS Independence/ SS Constitution Great American Liners" by William H. Miller. These liners at 29,500 tons were the largest liners operated by the U.S. until the launching of the SS United States. They operated in the Med until the late 1960's and were sold to Chinese interests. In 1980, they returned to the U.S. to operate for American Hawaii Cruise lines. After 50 years of service, the "INdependence" still cruises for that company in Hawaiian Waters. The author is a well ship historian and the book has over 112 illustrations and photographs. The book costs \$22.50 plus \$1.50 postage.

After the tragic event on September 11th at the World Trade Center the attack has security across the nation extended, and rightfully so, to include historic vessels and museums run by the U.S.Navy. At the Washington D.C. Navy Yard, attendance is down two-thirds as only Military personnel are allowed in. The museum recently under went a one million dollar renovation.

No tourists are allowed aboard the "USS Constitution" in the Charles-town Navy Yard in Boston, but they are allowed in the museum. At the National Submarine Force Library and Museum at New London Connecticut, the submarine "Nautilus" has been closed but the museum is open after visitors pass security checks. The Naval Academy museum at Annapolis, Maryland, the USS Arizona Museum at Pearl Harbor, the Hampton Roads Naval Museum at Norfolk, Virginia (USS Wisconsin- Battleship) and the National Museum of Naval Aviation, Pensacola, Florida are all open to visitors having a photo ID and having their vehicles checked by security.

Model Expo Inc. P.O.Box 229140, 3850 N.29th Terrace, Hollywood, Fl. 33022, phone :1-800-222-3876, website, www.modelexpo-online.com/caty is having an early fall inventory clearance sale of over 6,000 items including; ship model kits, both plastic and wood, proxxon power tools and accessories, Delta tools and accessories and Dremel power tools and accessories as well as hand tools, paints, brushes and other ship model supplies.

Hobby Builders Supply, P.O.Box 620876, Doraville, Georgia. 30362-2876, Phone 1-800-926-6464 bills itself as the worlds largest supplier of Doll Houses and miniatures. They have an extremely large inventory of supplies and materials and of particular interest to ship modelers is a wide variety of miniature mouldings, wainscot panels and trim and strip woods, also sheet woods. They also have a good variety of tools for miniaturists. A 12" stainless steel tweezer is available for \$11.99.

Two currant best selling books can be purchased from Edward R. Hamilton, book seller, Falls Village, Connecticut. 06031-5000 for a much lower price than the book stores. These are "In the heart of the sea: The tragedy of the whale ship Essex" by Nathaniel Philbrick, and "The terrible houses: the man behind the greatest submarine rescue in history" by Peter Maas.

The first published by Viking at #24.95 can be bought for \$16.95 and the second, (paperback) Published by Perennial is marked down to \$9.95. shipping for both is \$3.00.



I scraped and scrubbed with displeasure
And thought with chagrin as I mopped
That I'd never again stuff a turkey
With corn that hasn't been popped.

(This little gem from the Mid-Hudson Carver's Guild)



BOOKS

BY

Francis J. Skurka

Pacific Square Riggers
A Pictorial History of the
Great Windships of Yesteryear.
Revised and Enlarged

by Jim Gibbs.

Originally published as a hard cover edition by Bonanza Books in 1977, this 192 page book was filled with the history of sailing ships sailed on and from the west coast on the Pacific Ocean. Practically every page has a photograph or a sketch with the details and history of each vessel. The author James A. Gibbs is known as "Shipwreck Jim Gibbs" and lives on the shores of Lake Washington; his own personal "Skunk Bay Lighthouse" on the shores of Puget Sound is the only privately owned and maintained lighthouse on the Pacific coast. He has written many books about ships and the Pacific coast and has received many awards for writing. He is the past President of the Puget Sound Maritime Historical Society. He was editor of the Trade Weekly "Marine Digest".

In the new revised edition of this book, thirty two pages have been added and the material updated. The current edition is a soft covered 8 1/2 x 11" book having a colored photograph of the "Star of India" on the cover and a painting of a windjammer alongside on the back.

The author gives the early history of windships on the Pacific Coast and the various types of vessel sailed there; Grain Ships, Lumber Droughers, Whalers, Coal Packers, Clippers and those vessels that eventually came under the ownership of West Coast Shipping Companies and especially those ships from 1900 to the end of the age of sail. This book is a sequel to "Windjammers of the Pacific Rim", which is about ships of 100 tons and over built on the West Coast for service on the Pacific Ocean. This book covers windships built elsewhere, which became part of the maritime trade of the area and represent some of the largest and finest sailing vessels ever built. There were gold rush clipper ships, whalers from all over the world, New England down-easters and the big British, French and German iron and steel wind jammers.

The author covers the beginning of sail commerce, whaling in Hawaii and Alaska, the tough life of seamen and "The Red Record" a journal outlining the abuses against seamen. Also included are: the history of various fleets such as the Alaska Packers Association, the Irish Starline and the ships of various logging companies. Another chapter details the history of the great steel sailing ships carrying wheat from the Pacific coast to the United Kingdom and European ports. There is a section on figure heads and another on seamen's missions, boarding house crimps and runners. An appendix provides: Commercial sailing vessels owned on the Pacific Coast, but built elsewhere and record passages in the Pacific by commercial sailing craft. In the former, are listed the vessel's name, rig, tonnage, year built, where built and it's final fate.

This book is worth it's price; at \$14.95 plus \$3.50 shipping. It's a good buy with great photographs and well written historical facts and details.

It can be purchased from; Edward R. Hamilton, Bookseller, Falls Village, Ct. 06031-5000.

Have you ever wondered why just one letter makes all the difference
between here and there?

Why do hair shampoo instructions say "Lather. Rinse. Repeat"? If you
did this, would you ever be able to stop?

Old is when a sexy babe catches your fancy and your pacemaker
opens the garage door.

FROM HOLLAND WITH LOVE!

By Bob de Jongste, the Hague.

DAS SEGELSCHIFF "SEADLER"

See Bottle Shipwright 2001-3

I would like to give you some additional information about the "Seeadler".

Count Felix von Luckner was captain of this ship. If we look at his behaviour during WW I against the cruelties of WW II, then we can understand why Von Luckner was so friendly invited by many countries of the world and honoured by many of his former enemies.



The captain sunk 14 ships but not even one shipscat was lost in the actions. When he had enough crews from the sunken ships he put them on the last ship, the French barkship "Cambronne" and sent them away to Rio de Janeiro.

A salient detail. When Von Luckner was invited by the USA to visit that country, he shook hands with a young boy scout, our well-known Jack Hinkley.

Von Luckner was too old to join the German Navy in WW II. Apart from that he detested the Nazi-regime. When the American Army was nearing the city where he lived, he persuaded the nazi-burgomaster to surrender the city and not to fight, which saved a lot of lives on both sides.

If you want to know more about this seaman. who served as a professional boxer, who was a soldier in the Salvation Army etc. etc. you should read the book "The Seadevil" by Lowell Thomas.



Answer page 2. bottom.

My Apologies to Steve Wilson of Sacramento, Ca. for not mentioning his visit to me in February. right. Steve is checking out some of the Salmon he caught south of Fort Bragg. Left. is a gift that Steve made and sent to me. can you guess what it is.???

Thanks Steve



A LEGALLY BLIND BOTTLESHIP BUILDER
by Kai-Cho

A more ardent or dedicated builder of ships-in-bottles than Herb Manley, SIBAA member of Vernon, Connecticut would be difficult to find. To pursue his love of building bottleships is more difficult than for most because three years ago Herb was stricken with a vision problem that has escalated to the point where he has been declared legally blind (20/200).

Enabling Herb to continue to be an active bottleship builder and to enjoy many daily living requirements is an OPTELEC, closed circuit, low vision, TV visual aid machine that he literally earned from the Department of Veterans Affairs which had been treating his vision problem. These machines are most expensive so the distribution of them is very selective. Herb became a candidate for a machine when the Division of Veterans' Affairs learned that, in addition to having a machine making the quality of his life much better that Herb was an ardent and active builder of ships-in-bottles. A machine was not Herb's for the asking however. He had to earn it. He was to get twelve hours of training at the Vets' facility and within that twelve hours in one to one and a half hour sessions he was required to complete a ship-in-a-bottle and the machine would be his. Accepting the challenge Herb packed his portable SIB kit and headed off to get the job done. He built a small schooner in the required time period and the machine was his. That small schooner now rests on a shelf in the office of the lady who was head of the Department that was handling Herb's case. Herb has nothing but high praise for this lady and the Chief Resident doctor of the eye clinic. It was suggested here that Herb might possibly be the only blind builder of bottle ships in the world.

As an active builder Herb had three bottleships ready to send to the Dossin Museum in April but a foul up in communications resulted in Herb's models not being included. He was quite disappointed as may be expected. The three ships are now in a gift shop at Mystic Seaport.

Though disappointed with the Conference fiasco Herb can look at the pleasures that building ships-in-bottles bring him. He has his SIB work and has had the happy occasion of having his seven year old grand-daughter help him with difficult rigging and helping her to build her very own ship-in-a-bottle during four Sunday visits.

Probably Herb's greatest pleasure is the recent completion of what he has called his 'Seascape'. This very nice piece of bottleship work is in a 16" X 6" X 4 1/2" Pyrex lab bottle which he picked up at a flea market a number of years ago. It took Herb the better part of three months to complete this work due to the increasing eye discomfort that occurs after two to three hours of work. For the same reason

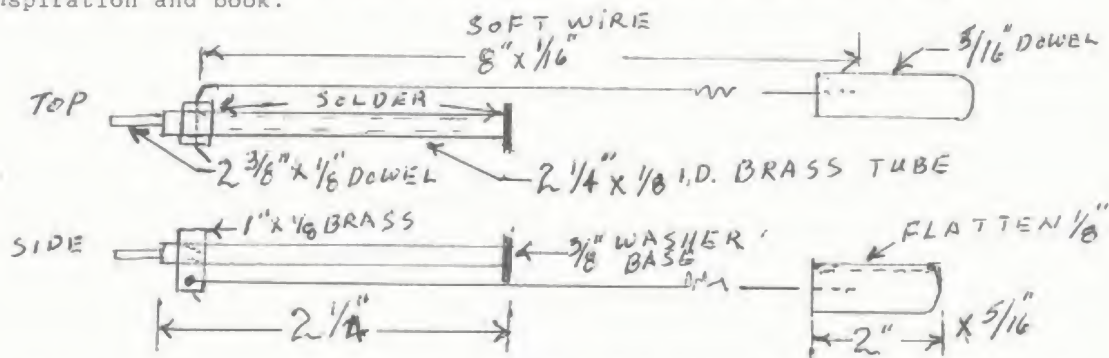
Herb's work takes longer than it would take most of us to accomplish the same job. In his 'Seascape' in addition to two vessels there appears a lighthouse, palm trees, a brown seal watching the ships sail by, a whale's tail and a breaching Orca whale. An unusual feature is that on the back of the lighthouse and on a strip under the Turk's Head knot on the neck of the bottle, which may be slid back manually, are some particulars of the model and Herb's ID.

Aided by his TV machine Herb has a wonderful attitude regarding his work with bottleships and the things that he can accomplish with his CCTV. He hopes that by continuing to produce bottleships he will "inspire others who have been dealt a rough hand to still stay in the game".



INSIDE BOTTLE GAUGE.

I dedicate this tool to my shipmate, Don Hubbard, because of his inspiration and book.



Insert 1/8th dowel into brass tube. The tube will act as a drawplate, it should move freely but not sloppy.

To use tool, pull dowel out more than estimated height. Insert dowel end first. When base contacts ocean, pull tool out until the dowel contacts inside top. Pull out of bottle and you have your inside height.

The ole salt from Iowa.

Carl Weitzman

P.S. Don, about ready to seal the pinch bottle that you sent me.



Skipjack "Willie L. Bennett".

10.



Schooner "Sara".

JOSEPH CHESTER, SHIP MODELER.

From Frank Skurka.

Joe Chester is an octogenarian, who has built a wide variety of ship models, half models and well over 70 ships in bottles, in wine and whiskey bottles, jugs and flasks. I first learned about him when I saw an exhibit of 17 of his models, which are on permanent display at the U.S. Merchant Marine Museum at the U.S. Merchant Marine Academy at Kingspoint, New York, when I attended my fiftieth Class Reunion. I spoke with the Curators and they advised me that he lives fairly close to where I live, Valley Stream, N.Y. So I called him and we met at his home.

We sat for hours discussing Ships in Bottles, techniques, methods and the many models he has built. His models are very accurate as to scale and rigging as well as the details and we all know "The devil is in the details".

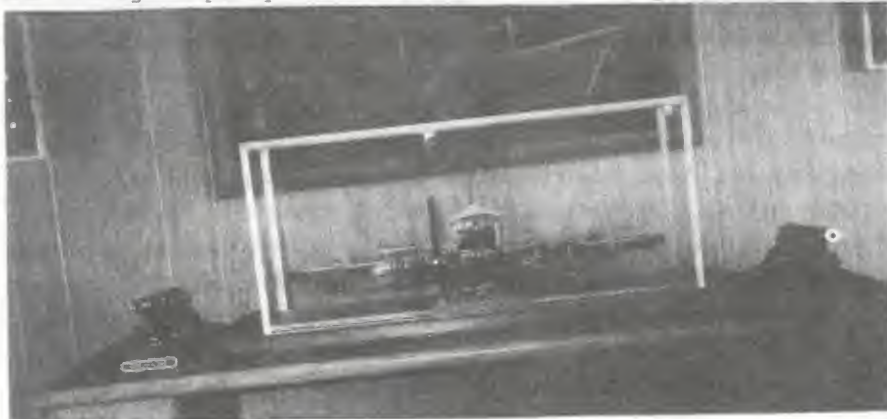
A retired estimator and planner, he worked for Todd Ship Yards, before during and after World War II. He then went to work for the Navy Department at the old Brooklyn Navy Yard, Sands Point Special Devices Center and at Saint Albans Naval Hospital. He is a new member of Sibaa.



Twin Viking Ships by Joe Chester



Jugs & Flasks by Joe Chester.



Monitor with working battery powered engine by Joe Chester.



About the Artist

Although new to the SIB hobby, Terry Butler is catching up fast. In just over two years, she has managed to complete 37 SIBs and 23 ships in pocket watch cases including those shown on the cover of this magazine. Her other hobbies have included sewing, oil painting, rubber stamping, free lance designing, miniature crafting, and stained glass work. Terry has been married 30 years to her husband Buck, a retired USAF MCO. They have three grown sons who are now on their own. Two of the sons are married. Terry and her husband live in Kingsport, Tennessee since her husband's AF retirement in 1990. Terry's work has been featured in rubber stamping magazines, doll house magazines, Air Force magazines, in local newspapers and on TV overseas.

SHIPS IN POCKET WATCH CASES

Putting ships in pocket watch cases seems to be a new idea. Terry Butler saw a watch case once in a doll magazine filled with a miniature diorama. She always wanted to try something similar but never found the right 3D project for one until she started her SIB hobby and then started finding the watch cases. Now she prefers these to regular bottles for the time being.

There are advantages and disadvantages to this form of SIB work. One clear advantage is that the ships don't have to be constructed to fold. Watch cases open from the front and sometimes the back making it easy to insert the finished ship. Rigging lines can be glued as you go and don't need to be as intricate at that scale. Plans can be somewhat simplified and still look great due to the smaller size too. This scale does have it's challenges, though. Terry had to develop a few new techniques just to meet the challenges of these projects. Some of these techniques save quite a bit of time and actually improve the finished look of the pieces by keeping the small parts more to scale.

Terry prefers to draw, detail, and tint her sails at the full size scale and then scan the sheet as the finest possible bitmap color photo. She then scales this photo down to the size of her ships and prints the sails out. This way all the fine details show but the lines are to scale and not overpowering. The time savings is obvious as she can complete several of the same ships at the same time and only needs to draw the sails once.

Her masts are tiny sewing needles used for quilting called "betweens". Those are readily available in any sewing department. They are trimmed off at the bottom of each needle leaving the hole at the top for rigging lines later. After the spars are added, she paints the assembled masts to a wood shade, and coats them with a clear finger nail polish. The masts are then glued in place into the top of the tiny basswood hulls.

Spars were another challenge. Terry innovated by using twisted 28 gauge copper beading wire. There's a related diagram in this issue showing this technique. This is another real time saver that not only improves the scale but also proves to be secure and highly positionable due to the flexibility of the copper wire. The spar pieces can actually be made in larger numbers ahead of time and attached, then trimmed as needed. She simply does her wire twisting over a larger needle, then slips the spar off to use later. These can be glued in place on the smaller needles with super glue, then trimmed. Paint covers the twists and makes them look almost perfectly round and not twisted.

SHIPS IN POCKET WATCH CASES - continued

The "water" can't be made of the usual putty mixtures, as it would require such a long drying time. For this Terry decided to use basswood. She first cut templates from cardboard to fit the lower inside curve of the watch case. She used this as a pattern for her basswood - usually 1/8th inch stock, although a few watch cases will allow for 1/4" stock. The water line height is determined by the size of the ship and is adjusted as necessary. The piece is cut and sanded to fit, painted with blue acrylic paint, and coated with clear nail polish. The piece is attached inside the watch case using tacky glue or any other favorite adhesive.

For plans, she scans her full size plans as bitmap photos, then scales them down until the ships are an average of one inch to one and a quarter inch in length, depending on the size of the watch case. Terry makes many ships at one time, so she usually chooses her case after completing the ships; but one can generally hold the small plan over the watch front to see ahead of time if the ship will fit when finished. Then the plans can be scaled up or down as needed.

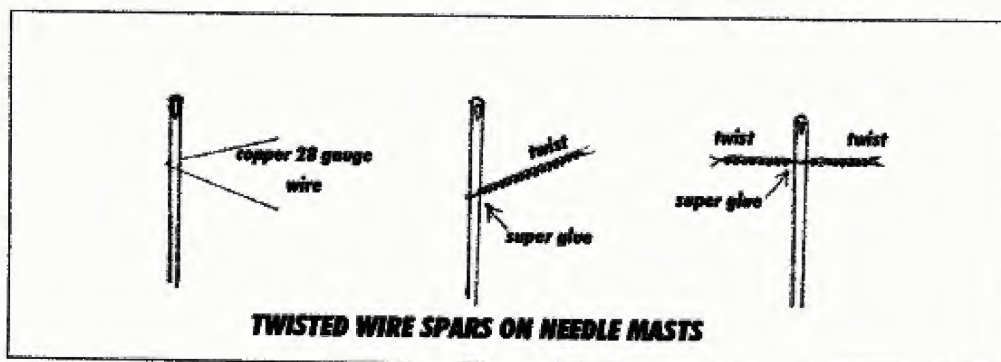
For rigging lines, Terry generally uses acrylic machine embroidery thread, available at better sewing machine sales outlets. She is still looking for even finer thread but the acrylic thread is strong, finer than the standard, and works for now.

She also uses sewing thread to add stripes to her tiny hulls. She lightly coats colored threads with white glue and attaches these to her hulls, trimming as necessary. Double lines work well as thicker stripes, and multiple colors add even more realism on some.

For flags, she tries to find images of the real thing, and scales those down as she does her sails and prints them out.

Instead of regular working stands, Terry mounts each hull on the pointed end of a longer needle which she holds while working on each piece. The needle is placed into floral foam if she needs both hands free or while paint and finishes need to dry.

Terry thought photographing her finished projects would be impossible to do clearly without an expensive digital camera, but discovered these scan well on a scanner. The photos need to be brightened and sharpened a little with photo software, but the results are worth the extra effort. The photos on the cover of this magazine were obtained using this method.





Five new members have signed on in this issue, and 3 previous member have re-joined. Thomas Matterfis of Clearwater, Florida, John Guley, of Lynnfield, Massachusetts, and Saul Kleinkramer, of Montauk, New York. Welcome back gentlemen. Joe Price, of Whitesboro, New York and Michael Ott, of Clearwater, Florida, I have no information on experience or preferences in ship type, since they came to me via e-mail. Randy Chesnutt, of Palmdale, California, spent 4 years in the Navy and worked at Edwards A F base. He has read Hubbards book and is interested in Sibs. Joseph A. Chester, of Valley Stream, New York, was signed up by Frank Skurka and you can see him and some of his works in this issue. And Linda R. Fasbach, was also signed up by Frank Skurka and she is the Executive Director of the U.S. Merchant Marine Academy in Kings Point, New York. and has an interest in displaying ships-in-bottles.

Welcome aboard to all of you and remember that this is your journal. It is about you, what you do and how you do it. If you have a different method for doing something involving Sibs, an idea, a tip or hint. If you have a question or need help, let us know and we will try to help. If you have photo's of your work send them in and we will put them in the Shipwright.

And in that vein the photo below was sent in by Carl Weitmon of Mason city, Iowa, and shows his work table and some of his efforts. Thanks Carl enjoyed meeting you in Detroit.



The manager of a golf course was looking over the bills and became confused about one of the invoices so he went to his secretary for some mathematical help. He asked her, "If I were to give you \$20,000, minus 14%, how much would you take off?" She replied, "Everything but my earrings".

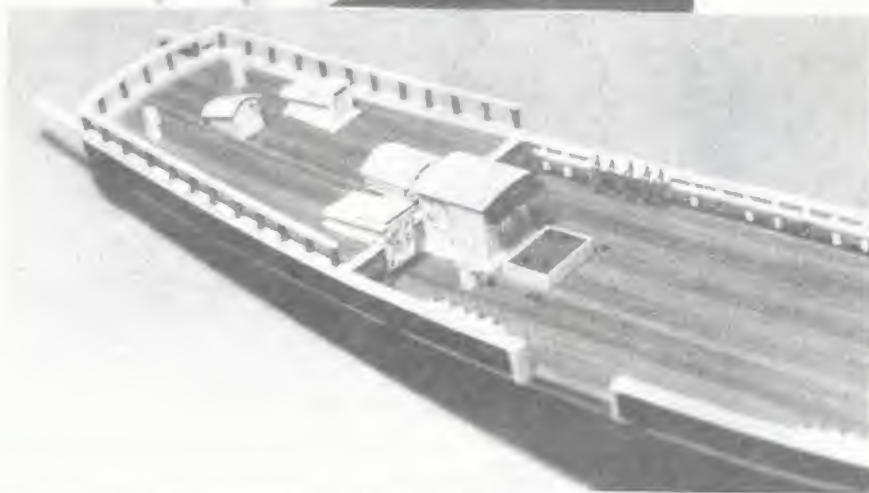


The Photo above from left to right are ,Commander of a man of war and Naval Commander, President Model Naval Spain (Juan Rodriguez del Barrio who's works you have seen in this journal), Presidente of Naval Union of Andalucia, and the Commander of Malaga Harbour's. The photo below shows the 32 pieces of the Galeon "Nuestra Senora De La Concepcion Y De Las Animas " In the top photo Juan is holding the prize he won for the unfinished model shown in the second photo. Well done Juan and Thank You.





The Sib in the Hand of the Hand that built it (Charles of course) is the USCGC Point League WPB B2304. It is in a 200ml pinch bottle at 1:384 (1/32"=1") Sorry Charles I just could'nt resist.



The work in progress is the Whaling Bark "Viola" Scale 1:180 and it will go into a 10 liter bottle. The builder ? Bernd J.Braatz of Berlin , Germany. And he has promised photos of the finished work.



NEW FROM PIER BOOKS / DUPONT COMMUNICATIONS **BOTTLED UP** **THE ART OF BUILDING AIRPLANES IN BOTTLES**

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BOTTLED UP: The Art of Building Airplanes in Bottles

by William H. Weiser

Every once in a while you come across a new book that absolutely fits a niche in the hobby market. Bill Weiser's book is one of these.

This new book tackles an area of model bottling that few of us have faced, but one which many of us will enjoy trying. Like ships, there are an infinite number of different aircraft to choose from, and if you are into or have associated with aviation you now have the means to bottle a lot of nostalgia.

We have not had a good new book about our bottling art for many years and it is time for a new infusion of ideas to come on stage. Bill's book does this. He gives you new or modified tools to make, the use of modern acrylic paints and epoxies, as well as insight into what kind of bottles work best for aircraft. Then of course, he discusses many problems that ship bottlers never come across. Admittedly, carving aircraft hulls is not too different from carving ship hulls, but the same can't be said for wings with dihedral and tiny wing struts, miniature landing gear, tiny propellers and empennage. And different techniques are necessary. You don't pull strings to bring things together, you put the aircraft together piece by piece inside the bottle. There are lots of new problems to challenge the bottling fraternity and create that element of excitement that we already find when working on our miniature ships.

The basic demonstration model used in the book is the familiar Piper Cub. This plane was introduced in the late 30's and because of its rugged durability and short field capabilities was used during World War II by the Army Air Corps as an observation plane. Bill gives you a choice of colors to make either the military or civilian model. The cub is a good selection as a learning vehicle because it introduces all of the elements that an aircraft bottle builder must master, yet results in a showy piece of work when completed. You will find that aircraft bottling can be as challenging and rewarding as bottling even the most complex of our small ships.

Once you get the new procedures down, Bill introduces you to other, more complex, aircraft that require slightly different but elevated skills. First the P-40 War Hawk of Flying Tiger fame, followed by the World War II twin engine P-38 Lightning. The latter is more complex with its twin boom structure and wing mounted center cockpit, but it makes a wonderful aircraft model when completed.

Building and bottling biplanes, four engine bombers and finally the modern McDonnell Douglas F-4 Phantom are all covered with plans and procedures in the final pages. Your

education is now complete, and if you get into this new variation of the bottling art you will find yourself looking at anything that flies as a new challenge for your workshop skills.

As a former naval aviator I am delighted with the new book and have already made plans to begin bottling the many aircraft I flew during my 24 years of service. I will start with the Stearman biplane which I flew in primary training and work my way up to the big multi-engine carrier planes. As you can imagine I have my work cut out for me, but with this new book's detailed instructions and new techniques this should become a labor of love.

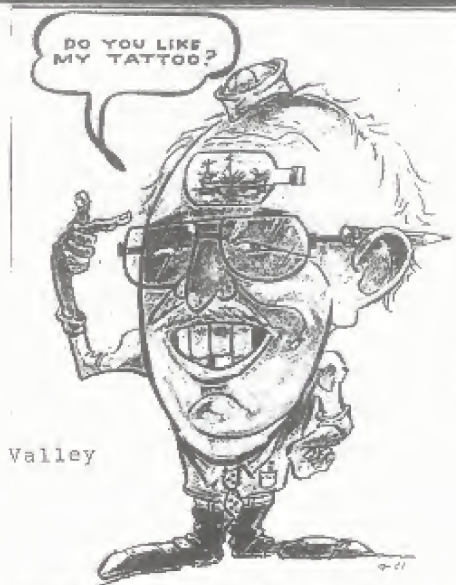
This book is highly recommended for every bottle builders library. It is guaranteed to add to your bottling knowledge and give you new skills which can be applied in every phase of our art. To order your copy check the ordering information in the advertisement in the back of this edition of Bottle Shipwright.

Review by Don Hubbard



- All reports are in. Life is now officially unfair.
- If all is not lost, where is it?
- It is easier to get older than it is to get wiser.
- If at first you do succeed, try not to look astonished.
- The first rule of holes: If you are in one, stop digging.
- I tried to get a life once, but they told me they were out of stock.

The Penna. Delaware Valley
Wood Carvers.



Member Bill Johnston.

NOTES FROM THE MEMBERSHIP CHAIRMAN

THE WEB PAGE: For all you computer literates, the web page is up and running. Thanks to the efforts of member Brian Frantz, (Pace, FL) we have entered cyberspace and added a new and important dimension to our unique organization. I will not hold you in suspense any longer. The domain name is, www.shipsinbottles.org, and anyone with a computer and modem can call it up worldwide.

We have divided this site into two parts. One is for the general public and contains general information about ships-in-bottles history, some fine examples of members work, sources of other ship-in-bottle information, information about our organization and a downloadable membership application

The second section which is now in the beginning stage, will be restricted to members only and can only be viewed by a password which will be assigned when you request it. The password request form will ask you to enter your first initial and last name (dhubbard), and then your personal identification number (your seven digit telephone number). That will do it.

We plan to reproduce articles from old Bottle Shipwrights, SIB building plans, information about upcoming shows and conferences and any other information that will be of interest to our readers. Perhaps most valuable will be older newsletter material that went to press before many of you joined. I have copies going back to the origins of our organization, and with editing they will add a great dimension to your bottling knowledge.

My e-mail is on the site for you to use. Any suggestions, corrections or other thoughts will be appreciated.

By the way, good photos of your bottled models are always welcome, but for this application scan them or take them with a digital camera and send them as attachments to your e-mail. Be certain to mention in the text of your e-mail that photos are attached, since a lot of us are leery of unexplained attachments. They can introduce sneaky viruses if they have not been originated by someone you know.

DIGITAL CAMERAS: These amazing devices have changed the way pictures are taken and they are superb for photos of bottled ships. I had heard about digital cameras earlier, but I was first introduced to them in actual practice at the Detroit SIB conference last Spring. Several of our members showed up with them and began taking pictures of the models on display. If you have never seen one, the back of the camera has a screen (about 1 inch by 1 1/4 inch) which shows what you are looking at. You use this or a viewfinder to frame your object and then click the shutter. The picture you have just taken now appears on the rear screen which allows you to check it to see if you have captured the image you want. If not, erase the image by pushing the erase button an take it again. Do that until you have what you want.

The cameras come with a software disk which you load in your computer, and with this and the supplied connecting cable that comes with the camera, you can download your photos to your

computer and work on them. My software is called MGI Photo Suite and with it I can crop the picture, enhance it, rotate or straighten it and then print it or add it to any page I am working on as a graphic. For photos I use special Epson glossy photo printing paper that I buy at Costco. I am sure it is available at many other low price outlets, like Office Depot or Staples. The price of the paper at Costco is about \$20.00 plus tax. The sheets are 8 X 10 inches in size and come 100 to a box. You do the math. About \$.20 per sheet, but the paper is so large that you can print at all four corners and get 4 photos for 5 cents each.

As with all things technical or photographic the prices vary all over the place from fairly cheap to mind-boggling expensive. I bought a nice little fixed focus camera from America On-Line for a couple of hundred dollars, but I see them from below a hundred to up into the thousands. It all depends on the resolution, lens and storage capacity. There are some pretty good deals on the internet. One of our members just bought a Nikon Coolpix 775 for \$399.00 plus tax that way. List is around \$450.00.

What model to buy? No one can answer that question for you, but if you have a computer and modem go to the internet and look up one of these web sites: www.dpreview.com; www.imaging-resource.com; www.steves-digicams.com or www.dcresource.com. I especially like the first site because of ease of use and the customer surveys it presents, but the others are also handy to cross-comparison shop.



This photo was taken with my AOL PhotoCam Plus on a grey day and with a curved white plastic ceiling panel as a backdrop. I was about a foot away from the model and cropped it down to focus in to the subject eliminate distracting areas around the bottle. The scene shows a biplane flying over a schooner to replicate a scene which might have taken place in earlier days.

It is dues time again for some of you. Check the envelope that brought this edition of Bottle Shipwright to you. Your expiration date follows your name. If yours reads 1/02 your dues are due. Out of kindness to me please grab the checkbook and send the money right away. That way I can open all the envelopes, open the data base and make all of the entries at once. Saves me much time and ensures that you won't forget and miss the next issue.

Best to all, Don Hubbard

Muldoon lived alone in the countryside with an Irish Setter he doted on.

The dog died, and Muldoon went to the parish priest, "Father, me dog is dead, ", he said, "Could ye be after sayin' a mass for the creature?"

Father Patrick replied, "No, we cannot have services for an animal in the church, but I believe there's a new denomination down the road. No telling what they believe. Maybe they can be doin' something for ye".

Muldoon said, "I'll go right now. Do ye think a couple o' thousand is enough to donate for the service?"

Father Patrick placed a hand on Muldoon's forearm. "For God's sake, man why did ye no tell me the dog was a Catholic?"

MEMBERSHIP - IT PAYS TO ADVERTISE

The thing that sustains an organization like the Ships-In-Bottles Association is its membership. Without members there are no dues to support publication of the newsletter and there is no input for the editor to select from. There are no conferences or ship-in-bottle events to attract the public. So I would like to take a moment to explain how we obtain our new members and *ask your support* and/or suggestions to recruit potential members and send them our way.

When the organization was formed back in 1983, we had a small English speaking core group who had belonged to the French bottling organization, Bateaux en Bouteilles. This amounted to perhaps twenty five people and the dues then were \$10.00, giving me \$250.00 bucks a year to produce the newsletter and do the mailing. Things were tight and new members were badly needed - what to do?

Publicity was the answer. The first thing I did was list our organization in **Model Ship Building Magazine** in the Clubs and Associations section. Almost immediately that began to bring us a sprinkling of new folks. I followed this by listing us in **The Encyclopedia of Associations**, a book which is in virtually every moderately sized library in the country. The Encyclopedia is used a lot by journalists looking for story ideas. National Geographic Magazine picked up on it and contacted me because they wanted to do a SIB article in their children's magazine, National Geographic World. They did a one pager featuring our member, Gil Charbonneau, who was doing his bottle work in a lighthouse in Maine at the time. This article brought us queries and new members. But the Encyclopedia listing also came to the attention of the **World Almanac** who made us a part of their annual Associations group. We are in there now.

A few weeks ago I received a query from a builder in Quebec. He found us in "**Maloney's Antiques and Collectible Resource Directory**". They had found us in the World Almanac and contacted me for information which I supplied.

When I reprinted my ships-in-bottles book I listed us in a separate appendix with all the other Associations around the globe, and that has always brought us a letters asking for more information. I follow up on these with a membership form and then a later reminder if I have not heard back in a month or two.

Last year Model Ship Builder Magazine was purchased by a new organization which absorbed them into its existing magazine, **Ships-In-Scale**. Adam Mello, our treasurer, (Calistoga, CA) subscribes to the magazine and found that they had added a Clubs and Associations section to the revised magazine. Adam sent me a copy and I flashed off the information on our group to be certain that we were listed in the new section.

We now have a new web page, www.shipsinbottles.org, and anyone interested can go to the computer, do a search for ships-in-bottles and find us there. Information about the association and a membership application appear on the first page. We have already gotten at least one new members from this.

Finally, whenever I ship out one of my books I insert an addressed query card. This has been a good recruiting tool.

Have we covered all the bases. Not by a long shot, but **you can help**. Our art is unique and we are **often the subject of newspaper or magazine articles, or we are invited to display our work in libraries or other public places**. If this happens to you please emphasize the you are a member of this Association. If you have a display, make up a small card saying that you are a member of The Ship-In-Bottles Association of America. This will add prestige to you and your work and it will help spread the word about the Association. Believe it or not there are a lot of ship bottlers out there who do not know we exist. These folks join when they find out about us. If you belong to some other modeling group and they have newsletter, ask that we be mentioned from time to time. If you have a web page, please link it to ours. If you have writing paper with a letterhead indicating that you are a ship-bottler, add the words, Member. Ships-in-Bottles Association of America. *In the advertising business there is a saying that advertising is no game for quitters.* We must continue to bombard the public with information about our existence and activities if we wish to succeed. You never know which small item may attract an interested person and lead him/her to join our Association, so we must all keep working to disseminate the information. Any help you can give or any ideas you can supply to helps us recruit new people will be greatly appreciated.

Thanks,

Don Hubbard, Membership Chairman

CALENDARS

by F. J. Skurka.

The folks at the National Maritime Historical Society, P.O.Box 68 Peekskill, New York, 10566, are offering an "Art of the Sea" Calendar for 2001. Shown are scenes of the maritime past, painted by twelve of America's best known artists. Royalties from sales benefit the Society, which promotes the appreciation and presentation of our maritime history and heritage, through education, publication and seaman ship. The calendar is 11"x14" wall hanging and in full color. To order send \$14.95 to the above address or phone 1-800-221-6647 for credit card orders.

The project Liberty Ship Group which operates the World War II Liberty ship "SS John W. Brown" produces a yearly calendar and the new one features photo's and descriptions of all the various types of Government contracted merchant ships which served in World War II. This includes Liberty Ships, Victory Ships, Tankers, Freighters of all types with post World War I ships like Hog Islanders which saw extensive service in World War II and Transports. The price is \$17.00 for one and \$15.00 for two or more, for the calendar which runs from July 2001 and ends in December 2002. Funds raised will be spent on the construction of a new pier which will be the permanent home of the Brown. Make checks payable to: Project Liberty Ship, and mail to: Project Liberty Ship Calendar, P.O.Box 25846, Highland townstation, Baltimore, Md. 21224. These calendars furnish useful information for modelers.



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★ ★ ★ VIDEO EXCILES ★ ★ ★

SELECTING BOTTLE, MEASURING BOTTLE, BOTTLE STANDING, REFLECTING FOR
BOAT & ALL ITS PARTS, FRAMING THE BOAT, RAISING THE BOAT,
ENLARGING SHIPS DATA, SEALING THE BOTTLE & WITH SHIP

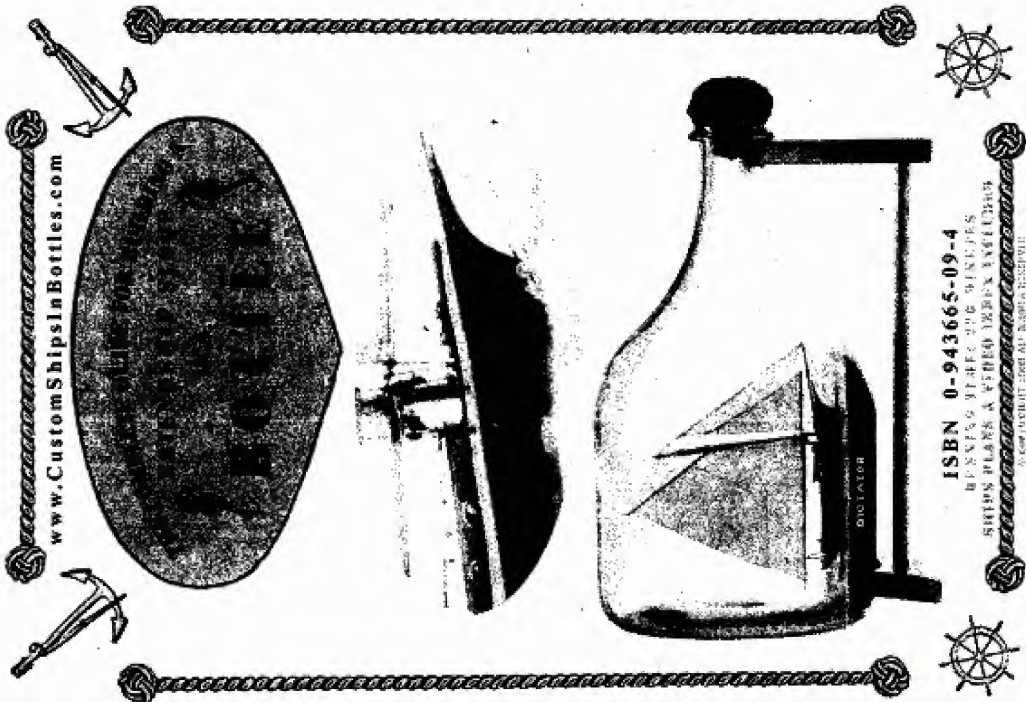
Gil Charbonneau is known by his peers and collectors for the quality of his more
than 80 ships in bottles. *The National Geographic World*, *Yankee Magazine*,
Down East, *Colonial Homes*, *Traditional Homes*, *Seaways' Ships in Scale*,
Off Shore, *Selling*, *The Bottle Shipwright*, and *The New York Times* have all
featured his work. His art has been part of the Discovery Channel's
"Tales of Wood & Water", "The American Trail", The P.B.S. hit "Weeding
Rainbow" with Lavar Burton, the C.B.C. program "Land & Sea"
and most recently the popular C.B.S. "Travels With Harry" with
Harry Smith and "Sunday Morning" with Charles Osgood.

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THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

Thank you for your query:

The **Ships-In-Bottles Association of America** (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us. Current dues are \$ 25.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

Don Hubbard, Membership Chairman
P.O. Box 180550,
Coronado, CA 92178-0550

APPLICATION FORM

Full name: _____ **Date:** _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Telephone: _____ **E Mail:** _____

Please briefly indicate your interest and experience with bottled ships: _____



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Revised 9/2001.

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Swedish Naval Hooker - 1648



Bluenose



Renegade



French Privateering vessel



Rebecca



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